

***PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY***

**DISCUSSION OUTLINE
April 30, 2002**

Prepared by
Ricondo & Associates, Inc.

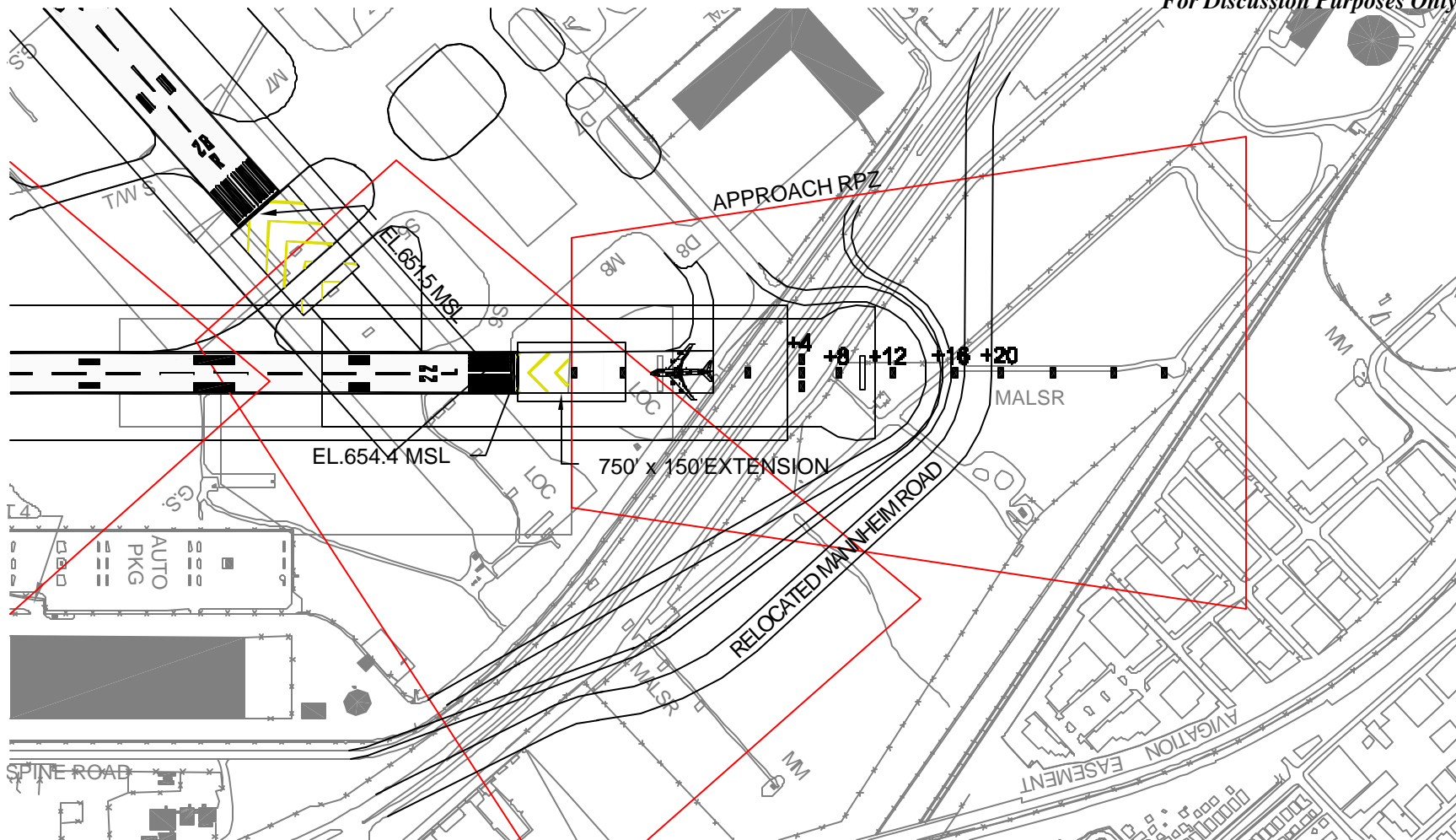
AGENDA

- I. INTRODUCTION
- II. STATUS OF SIMULATION EFFORT
- III. RUNWAY EXTENSIONS – FOLLOW-UP
- IV. PLANNING ACTIVITY LEVELS AND DESIGN DAY SCHEDULES

I. INTRODUCTION

II. STATUS OF SIMULATION EFFORT

III. RUNWAY EXTENSIONS – FOLLOW-UP



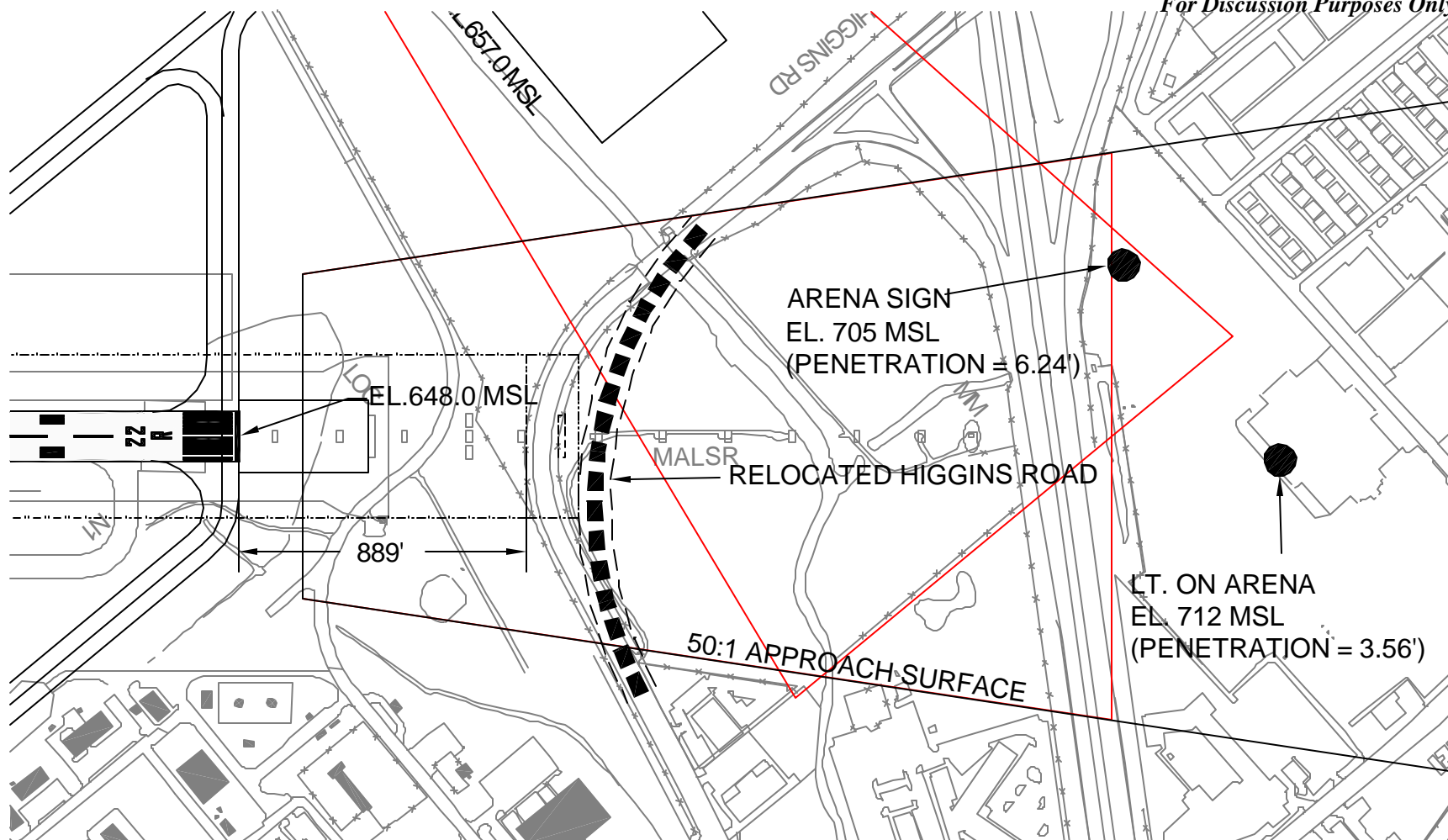
Source: Ricondo & Associates Inc.
Prepared by: Ricondo & Associates Inc.



ORD-Option 1-Rwy 22L Extension.dwg

Runway 22L Extension and Road Relocation Concept

April 30, 2002



Source: Obstruction Data Sheet (ODS) 166, October 1988; Ricondo & Associates Inc.
Prepared by: Ricondo & Associates Inc.



ORD-Base-Option-5-22R Impacts.dwg

Approach to Runway 22R 7,800-Foot Length - Options 1 & 5

April 30, 2002

IV. PLANNING ACTIVITY LEVELS AND DESIGN DAY SCHEDULES

AIRCRAFT OPERATIONS - DERIVATIVE ACTIVITY STATISTICS

O'HARE INTERNATIONAL AIRPORT

	Commercial Operations (Air Carrier + Commuter)						
	Domestic	International	All-Cargo	Military	Helicopter	GA/Misc.	Total
	(including Canadian markets)	(excluding Canadian markets)					
Existing (2001)							
Percent of Total Annual Operations ¹	86.2%	7.5%	2.3%	0.0%	0.0%	4.0%	100.0%
Total Annual Operations	785,913	68,045	21,105	0	362	36,492	911,917
Ratio of Peak Month to Annual Operations	9.1% ⁴	8.8% ⁴	8.8%	0.0%	9.9%	7.9%	9.3%
Peak Month Operations	75,461	4,492	1,847	0	36	2,883	84,719
Number of Days in Typical Peak Month	31	31	31	31	31	31	31
Peak Month Average Day (PMAD) Operations	2,434	145	60	0	1	93	2,733
Percentage of PMAD Traffic Occurring in the Peak Hour ⁸							7.5%
Peak Hour Operations							205
Planning Activity Level 1 (PAL 1)							
Percent of Total Annual Operations ²	84.7%	9.2%	3.1%	0.0%	0.0%	3.0%	100.00%
Total Annual Operations ⁵	929,600	101,100	29,887 ^{3a}	200 ⁶	400 ⁷	32,940	1,098,000
Ratio of Peak Month to Annual Operations	8.9% ⁴	8.8% ⁴	9.7%	14.3%	15.5%	10.2%	8.9%
Peak Month Operations	82,380	8,940	2,900	30	60	3,370	97,680
Number of Days in Typical Peak Month	31	31	31	31	31	31	31
Peak Month Average Day (PMAD) Operations	2,657	288	94	1	2	109	3,151
Percentage of PMAD Traffic Occurring in the Peak Hour ⁹							7.5%
Peak Hour Operations							236
Planning Activity Level 2 (PAL 2)							
Percent of Total Annual Operations ²	84.0%	11.6%	2.6%	0.0%	0.0%	1.9%	100.00%
Total Annual Operations ⁵	1,103,300	151,900	33,700	200 ⁶	400 ⁷	24,500 ^{3b}	1,314,000
Ratio of Peak Month to Annual Operations	8.9% ⁴	8.8% ⁴	9.7%	14.3%	15.5%	10.2%	8.9%
Peak Month Operations	97,780	13,440	3,270	30	60	2,510	117,090
Number of Days in Typical Peak Month	31	31	31	31	31	31	31
Peak Month Average Day (PMAD) Operations	3,154	434	105	1	2	81	3,777
Percentage of PMAD Traffic Occurring in the Peak Hour ⁹							7.5%
Peak Hour Operations							283

Notes:

¹ Sources: 2000 and 2001-City of Chicago Department of Aviation Management Records, Ricondo & Associates, Inc.

² Sources: PAL 1 and PAL 2 Commercial Ratios - Chicago Airport System Forecast (June 1998) projected domestic and international traffic market shares for years 1998-2012, extrapolated by Ricondo & Associates, Inc.

^{3a} Projected using a trend analysis of all-cargo operations from 1995 through 2001 (which reflects the five-year period with the highest all-cargo volumes and growth patterns in annual all-cargo operations from 1980 through 2001).

^{3b} Sources: PAL 1 and PAL 2 General Aviation/Misc. traffic projected to decrease gradually over time as indicated in the Chicago Airport System Forecast document dated June 1998 and then remain constant at the FAA-TAF projected level.

⁴ The 2001 ratio of peak month activity versus total annual activity is higher than the 10-year historical average due in large part to the sharp decline in air travel following the Sept. 11 terrorist attacks. As a result, the ratio shown above represents peak month to annual commercial operations for fiscal year 2001 (i.e., Sept. 2000 through August 2001). However, the annual commercial operation volumes represent the actual activity for calendar year 2001. For PAL 1 and 2, the year 1991 through 2000 average distribution (adjusted to treat the Canadian traffic as domestic activity) was used.

⁵ Source: PAL 1 and PAL 2 Total Operations derived from FAA Terminal Area Forecasts (2001 update) converted to calendar years and extrapolated through the year 2030 by Ricondo & Associates, Inc.

⁶ Source: PAL 1 and PAL 2 Military activity held constant at the 200 annual operations level as projected and shown in the Chicago Airport System Forecast document dated June 1998.

⁷ Source: PAL 1 and PAL 2 Helicopter activity held constant at 400 annual operations level (i.e., 2001 traffic level rounded up to the nearest hundred).

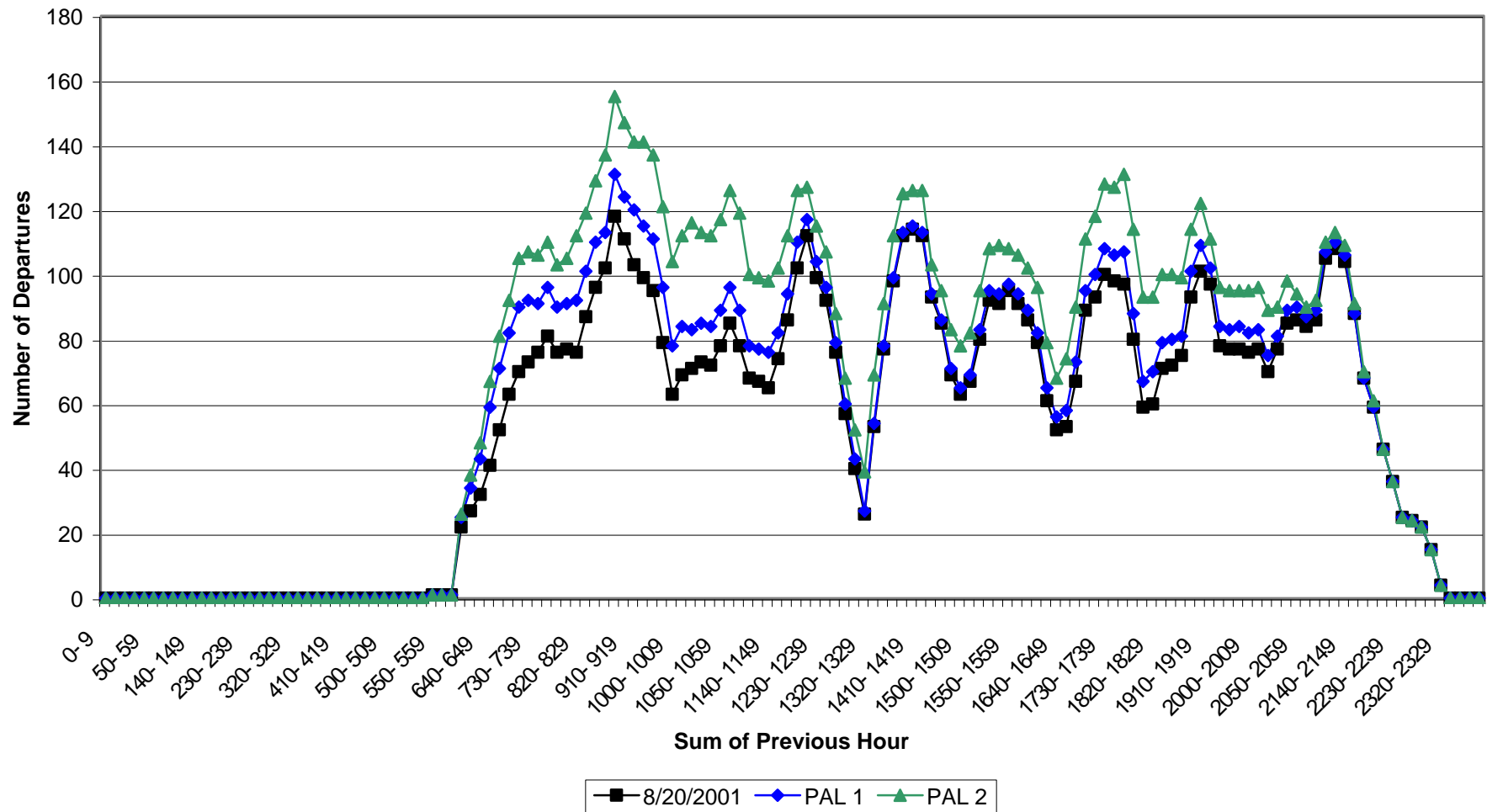
⁸ Average of the average peak hour share (relative to the PMAD) reported by ORD's ATCT for August 2001 (7.1 percent) and the commercial activity peak hour share, based on data from the Official Airline Guide, for an average day in the peak month (7.9 percent)

⁹ Source: Ricondo & Associates, Inc.

It is recognized that the 2001 annual data reflects external influences brought about by a slowdown in the U.S. economy and the Sept. 11 terrorist attacks. However, even though the annual figures likely reflect a modest level of activity for ORD, the peak month and PMAD activity volumes shown for 2001 are reflective of activity that was not influenced by the abrupt slowdown in air travel that occurred after Sept. 11, 2001.

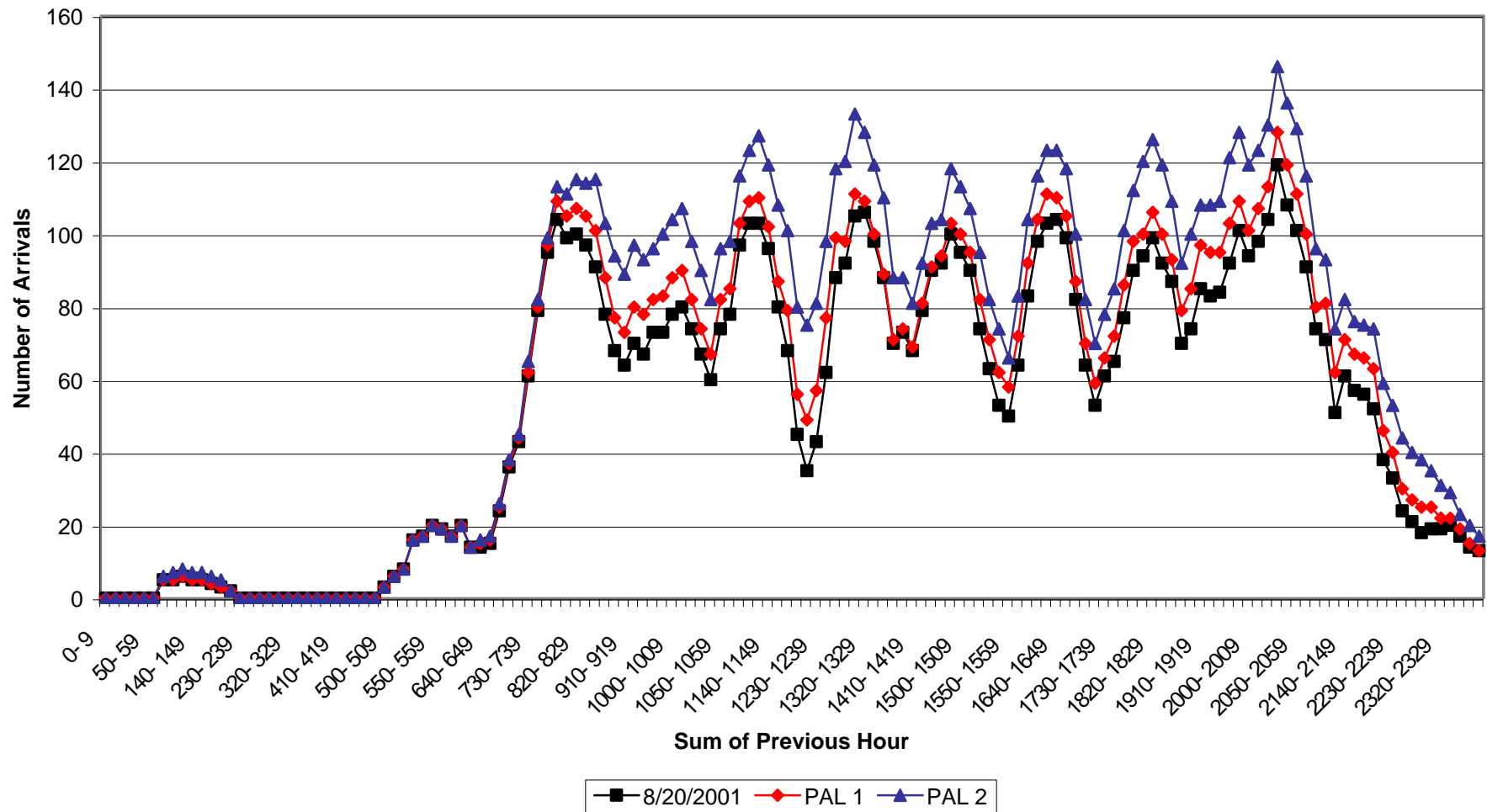
Sources: City of Chicago Department of Aviation Management Records; FAA Terminal Area Forecasts; *Chicago Airport System Forecast, June 1998*, Ricondo & Associates, Inc.

**Exhibit IV-1
Domestic Departures
Design Day Activity Profiles
O'Hare International Airport**



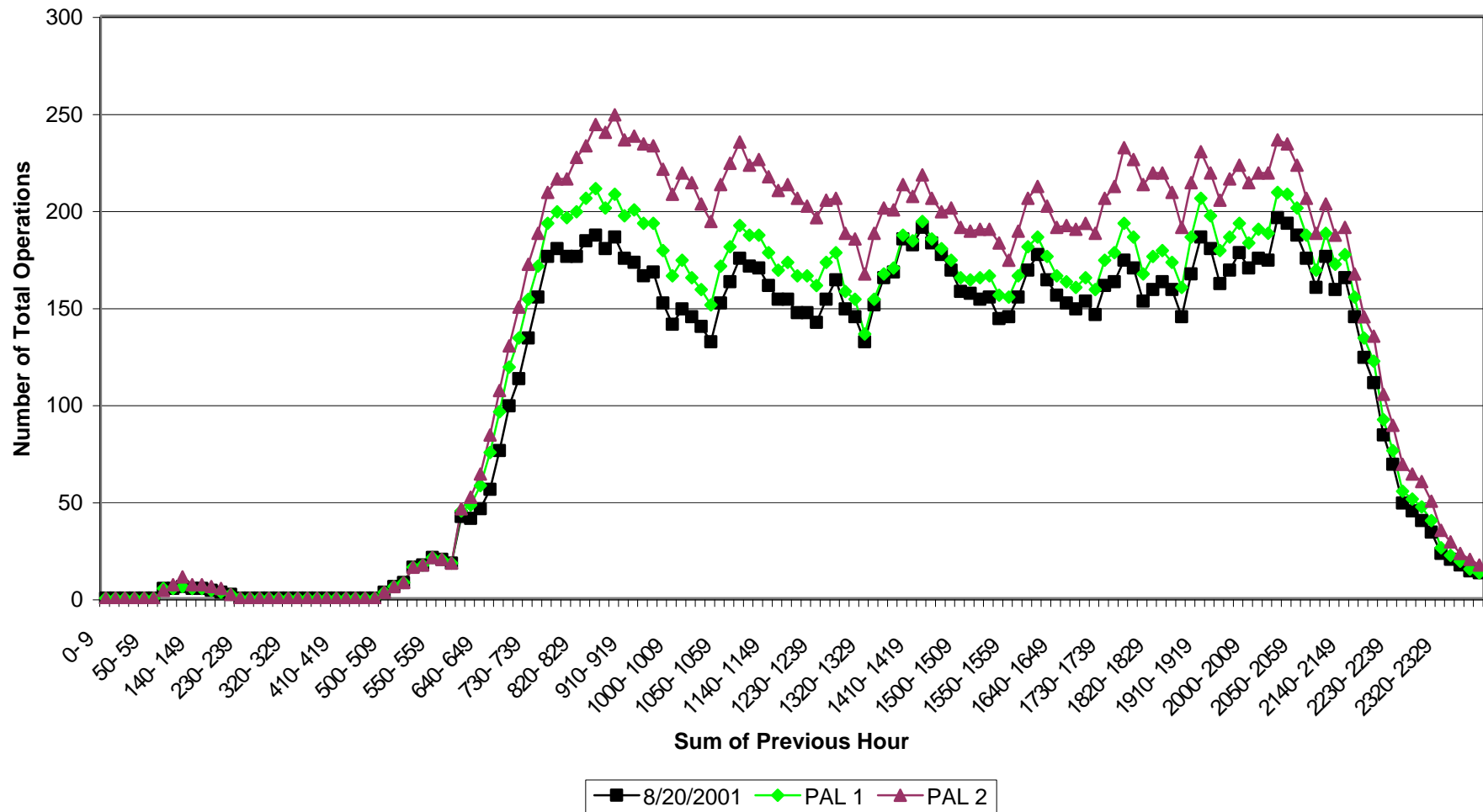
Note: Data Represents Scheduled Commercial Activity Only

**Exhibit IV-2
Domestic Arrivals
Design Day Activity Profiles
O'Hare International Airport**



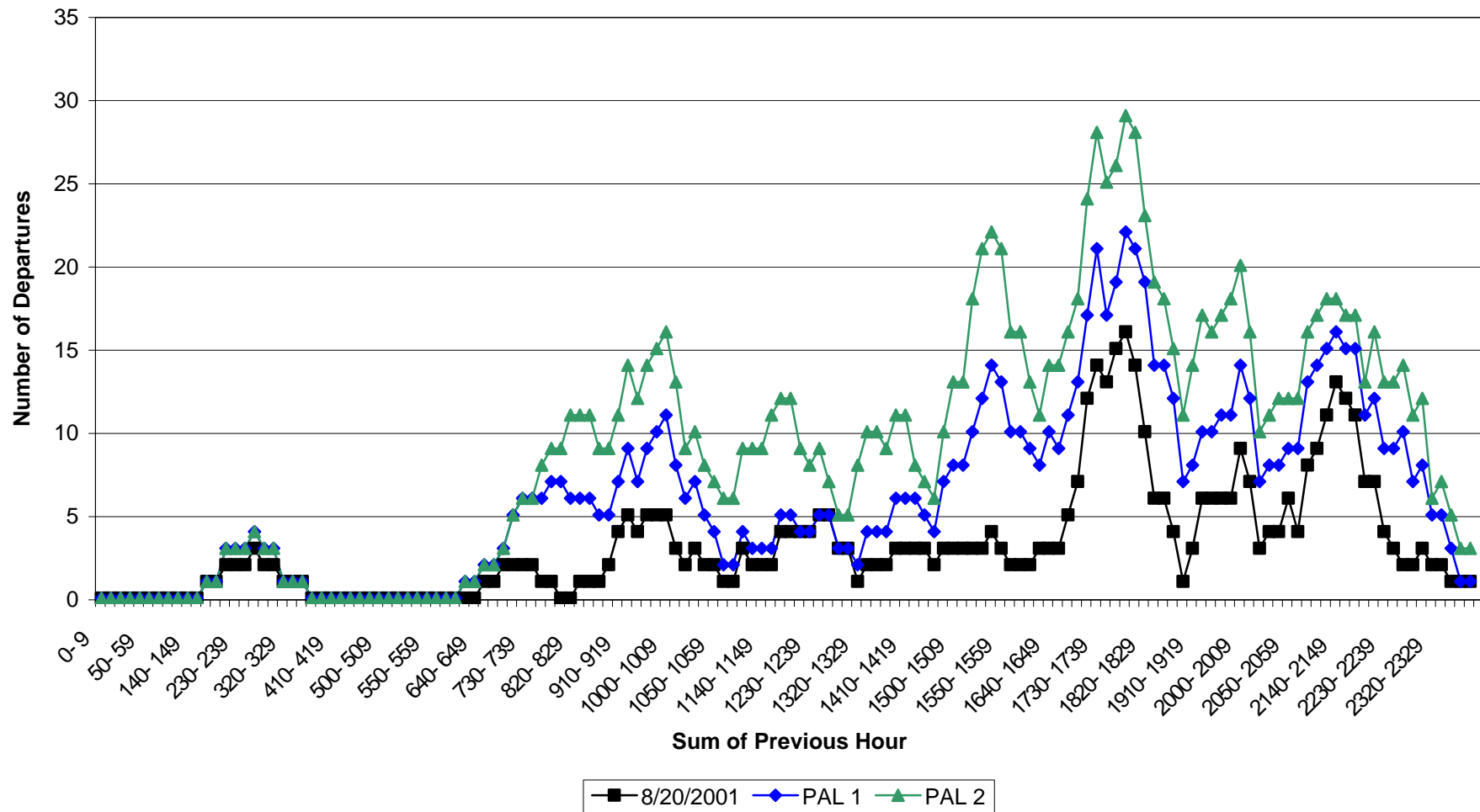
Note: Data Represents Scheduled Commercial Activity Only

**Exhibit IV-3
Total Domestic Operations
Design Day Activity Profiles
O'Hare International Airport**



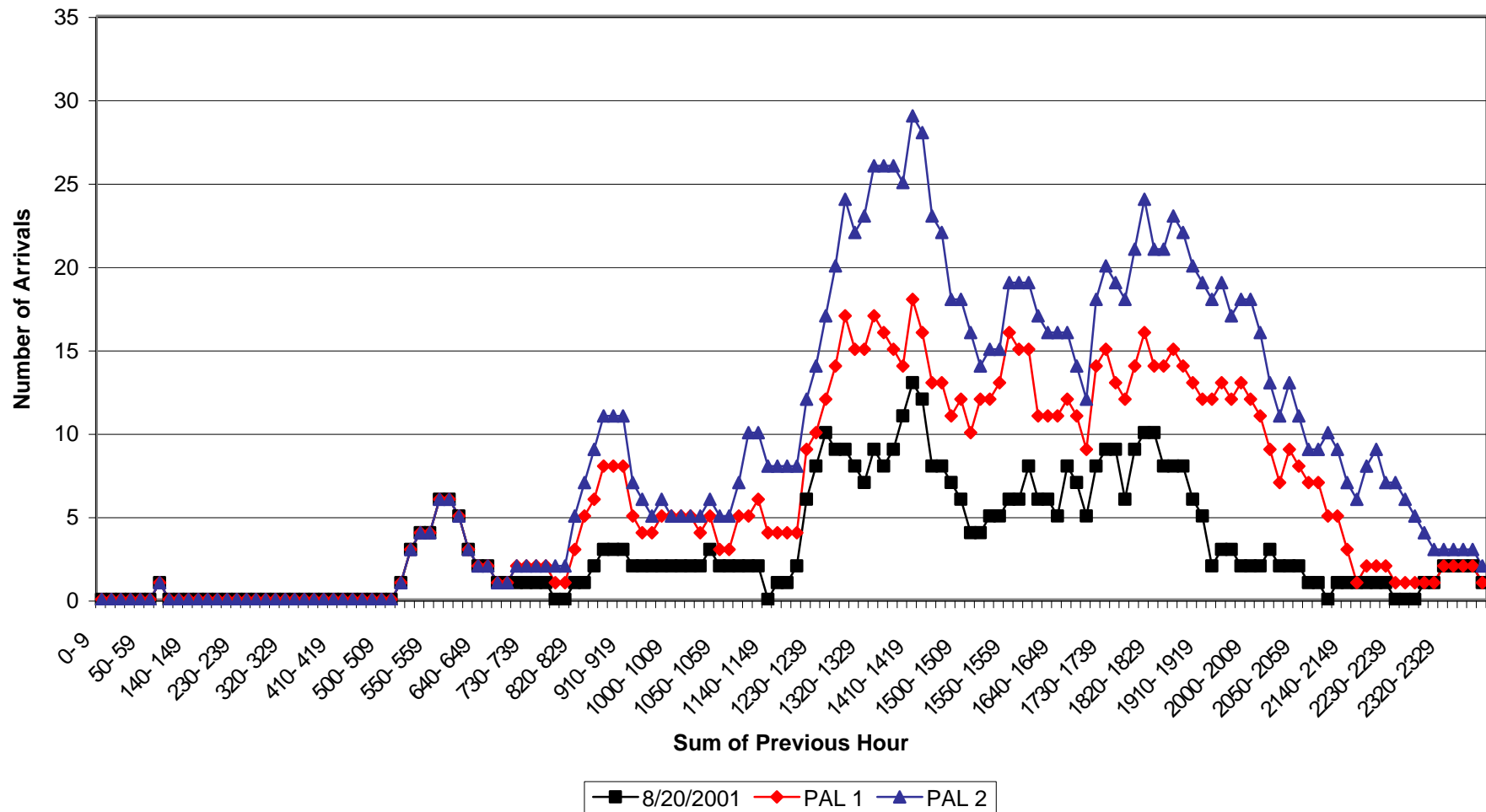
Note: Data Represents Scheduled Commercial Activity Only

**Exhibit IV-4
International Departures
Design Day Activity Profiles
O'Hare International Airport**



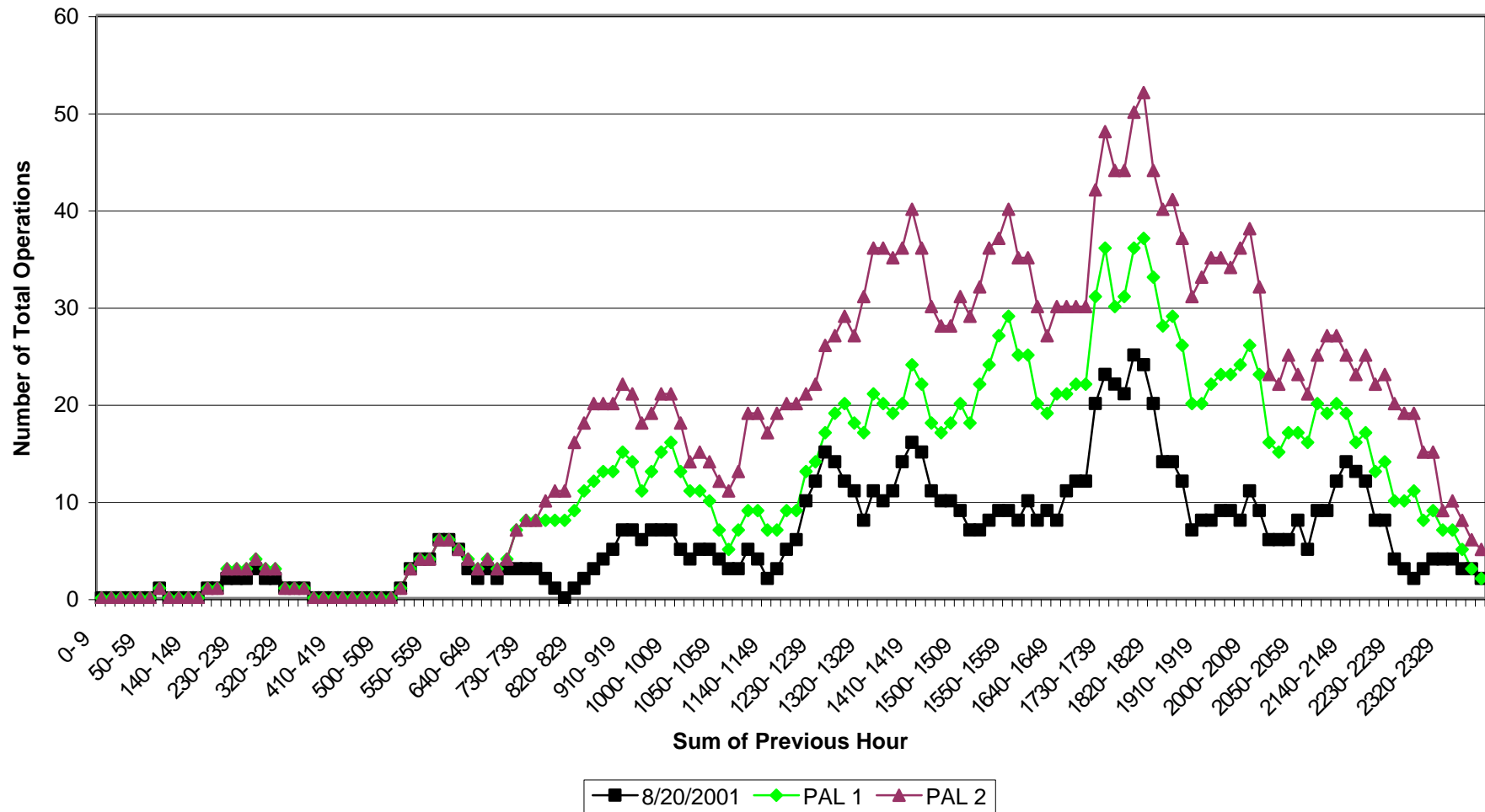
Note: Data Represents Scheduled Commercial Activity Only

**Exhibit IV-5
International Arrivals
Design Day Activity Profiles
O'Hare International Airport**



Note: Data Represents Scheduled Commercial Activity Only

**Exhibit IV-6
Total International Operations
Design Day Activity Profiles
O'Hare International Airport**



Note: Data Represents Scheduled Commercial Activity Only